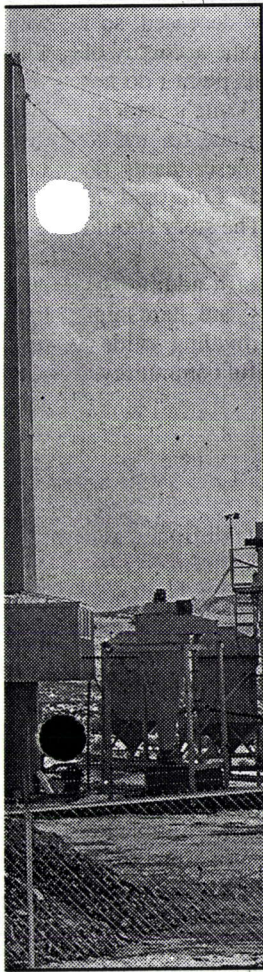


up with, Mayor Kremin
in the new museum pro-
construction of a muse-
g of Dinosaur Gardens
ition of a federal reposi-
next to the museum.

See City on page 2



on Road in southeast-

package through a grant from the federal government. The nation has been divided into regions and the federal government selected one agency in each region to house the TRAK system. In the Uintah Basin, the Naples Police Department was

to find their missing loved one. With so much investigative work being invisible to the family, they often become frustrated and may even believe nothing is being done to help them. TRAK eliminates much of that frustration.

One other avenue of help should not be overlooked when a child is missing. Any bishop in the Church of Jesus Christ of Latter-day Saints

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two tenth of a mile when it is in Midway at about 10:15 Thursday morning.

McMickell was nominated to run

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Road becomes 'thorn in side'

By Steven R. Wallis
Express Editor

About 16 miles of road from the American Gilsonite Plant in Bonanza in southeastern Uintah County to the Colorado-Utah border is described as a "pain in the side" by some Uintah County Commissioners.

Before June of 2000 the road was paved with native asphalt but was in need of repair, so it was put on a 6-year renewal plan with expenditures of up to \$75,000 a year on the project. The road was to be resurfaced in conjunction with Uintah Special Service District.

In June of 2000 Uintah Road Crews removed the native asphalt and widened the road.

"This is a road that needs to be done," said Commissioner Lloyd Swain who said that several energy companies in the area have requested that work be done on the project.

Since the initial grading of the road, little has been done to improve it besides yearly maintenance which costs have increased because now the road is not paved. Uintah County has authorized the engineer of the road and will be seeking funding for the project.

"This project is much more than

what the county can fund alone," Commissioner Swain said.

Recent traffic counts on the road are anywhere from 10 to 15 vehicles a day, which increases in the spring and is down slightly because of the condition of the road.

"It is an additional 120 miles round trip to Rangely, Colo. if you go the other way," Commissioner Swain said.

Commissioner Cloyd Harrison, who described the project as "a pain in the county's side," said he didn't know what the driving force was behind the project.

"The Colorado side of the road is a nice paved road so there is some pressure there to improve our side," Harrison said.

"What we are doing now is determining what the costs will be and how we can get the funding," Commissioner Swain said. "As it is now, it's worse than when we started. It's costly when you get the cart before the horse."

The road slices through mostly public lands administered by the BLM, which leases the area for oil, gas, mining and grazing. About a mile south of the road is an experimental oil shale retort operated and owned by Oil Tech Inc. The compa-

ny has purchased from BLM about 1,000 tons of oil shale from an abandoned White River Oil Shale site. The shale has been hauled to the retort site located on state ground in Cowboy Canyon. The 100-foot retort is visible from the Stanton Road and appears to be similar to a drilling rig.

Originally the retort was operated in Vernal City, but eventually was moved to the White River Shale site on a temporary use permit so the company could experiment with their process of extracting oil for oil shale. The lease period at White River ran out and was extended by the BLM. The permit ran out again and was not renewed, so the owners of the company moved it to Cowboy Canyon, about 15 miles northeast of the White River Site.

Commissioner Swain said before he was commissioner, he helped build the retort at the White River site as an employee of Oil Tech Inc. He said three months before they were ready to test the process the BLM pulled the company's permit.

"I went to the county commissioners to get some help, but I didn't get any," Swain said. "That is when I became interested in running for county commissioner."

Swain left the company when he became County Commissioner, but was offered interest in the plant for his work.

Before two weeks ago, Dave Ebbertson with the Utah Division of State Lands, said that he was unaware of the retort being on state ground.

"We are not even sure it is on state ground," said Ebbertson. "To my knowledge they do not have a permit to operate the retort on state land, but we are currently doing an investigation."

Dale Peterson, county planning and zoning, said the retort would not need a building permit, but in the zone where it has been reported to be located, it would need a conditional use permit from the Uintah County Planning Board.

Peterson last week said he had not seen the retort.

The retort and its employees, if it becomes operational, would only contribute a small amount of traffic to the Stanton road.

"He [Swain] is not to blame for this," said Commissioner Harrison about the Stanton Road.

5/047/076 Oil

Tech.

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